

January/February 2011

Volume 2, Issue 1

On the Approach



Administrator's Message



Christopher Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.

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Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division!

Finally, the month of January has passed with record snowfall amounts across most of the Commonwealth. Despite rapidly declining snow removal budgets and tired airport employees, the dedicated men and women at our airports continue to work hard to remove snow and ice from the 39 public-use airports across the Commonwealth. Keep up the great work in keeping our airports open and safe!

I would like to give an update on two of the Aeronautics Division's statewide airport system projects. The Statewide Airport System plan is nearly complete. Over the past month, the staff at the Aeronautics Division has been working closely with the consultant team regarding the final deliverables package. This is an important and tedious proc-

ess that should be completed by the end of February. The Statewide Airport Economic Impact Study is well underway. The consultant team has been meeting with the airport managers and their tenants to com-

Airport Owner and Rich MacCissac, Airport Manager, of the Northampton Airport gave a 30 minute presentation about the overall operations of the airport. They included a discussion on airport sustainability efforts and identified their most recent "green initiative" project with the installation of solar panels on one of their hangars. See the Fact Sheet on page 5. Following the presentation, we had an opportunity to tour the airside and landside facilities at the airport.

On a somber note, we lost a great friend and colleague from our Massachusetts airport family, Gregg Andrews, on December 22, 2010. As many of you know, Gregg was the owner/operator of Spencer Airport, which is a privately-owned/public-use airport in central Massachusetts. Gregg was strong advocate for aviation and airports throughout the Commonwealth. His positive can-do attitude and smile was infectious and will be missed by all. Our thoughts and prayers are with his wife and family during this difficult time. God bless. ■



Clearing snow from the airfield at Westfield-Barnes Municipal Airport on January 21, 2011.

plete the data collection phase of the project. I want to sincerely thank the airports and their tenants for dedicating time in their busy schedules to meet with the consultant team. The information being collected for the study is critical towards the efforts in generating the direct, indirect, and induced economic impacts of our airports system.

On January 3 2011, I had the opportunity to join Massachusetts Secretary of Transportation and CEO Jeffrey B. Mullan on a site tour of Northampton Airport. Bob Bacon,

The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

just Plane Folks - Featuring Cliff Vacirca

By: Katie R. Servis (MassDOT Aeronautics Division)

Who is Cliff Vacirca? The Federal Aviation Administration's (FAA's) directory identifies Cliff as a Civil Engineer for the FAA's Airports Organization (New England Region) with responsibility for Massachusetts airports. It also states that he is responsible for airport engineering standards, configuration, design, equipment, and operations criteria at civil airports. Okay, this identifies his overall occupation and his responsibility; however, I know there is so much more to Cliff, so I dug a little deeper. I wanted to reveal the man behind the job.

Prior to interviewing Cliff, I asked a few colleagues to tell me who Cliff Vacirca is. One response was, "I have worked with Cliff Vacirca for almost 20 years and I have never met anyone who cares more about what he does. He used to sit down at meetings and start out by saying, 'I am from the FAA and I am here to help.' He would say this with a smile on his face, like it was a joke, but you knew he really meant it". This same person also stated, "Cliff treats the FAA's money like it is his own. Whenever a project is discussed, Cliff tries to make sure that the project is a good use of [the FAA's] money and that it provides real value for the money spent". Other comments I received were the same and are as follows:

- "He has a true passion for aviation, he truly cares about the sustainability of our Massachusetts airports and he will do everything in his power to work with you to get the funding needed to maintain your facility";
- "He has a true respect for the blood and sweat that goes into maintaining and caring for our airports and understands the efforts and funding it takes to keep them going"; and
- "To me, Cliff Vacirca means genuine. He exemplifies integrity and a passion for not just aviation but for people".

Okay, so this told me more about our airport engineer. It told me that being an airport engineer for the FAA is not just a job for Cliff. Rather, it is a passion, it is in his blood and the people that make up our aviation industry are in his heart.

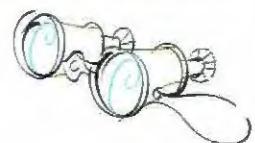
So how did aviation become so much a part of his life and what made him so passionate about this industry? I needed to find out.

When I approached Cliff and asked if he would consider being featured in our newsletter, his response was, "I saw the article you did on Brian Smith and well, I am just not that interesting and perhaps a little boring so you had better do some good editing to make me look good." I laughed of course because I knew from my dis-

cussions with his colleagues that our interview would reveal just the opposite! A man with such a love for aviation had to have some good stories, right? So I sat down with Cliff on a cold Wednesday afternoon in January only to be warmed by the stories, the smile and the heart of a man who has a true passion for the world we call, aviation...

At a very young age Cliff became fascinated with aircraft and flight. Growing up in Westford, MA he fondly remembers his father and best friend, Joe, taking him to Logan Airport and to the now closed Tew-Mac Airport in Tewksbury. He was so captivated with everything aviation that he can remember being mesmerized by the colored brochures various aircraft manufacturers had sent him (upon his written request at age 6 or 7)! He said that he would sit for hours looking at those brochures and dreaming about buying his future aircraft. In fact, he told me his allowance money was being saved to purchase one of those majestic planes.

His father Joe observed Cliff's love for aviation and although he could not sign him up for flight lessons, he did what he could to expose his son to the wonders of flight. When Cliff was approximately 12 years old, Joe bought him a pair of binoculars. Cliff said that those binoculars were a fixture around his neck and he would watch aircraft through those lenses whenever he could. One day Joe came home with two orange construction flags so that Cliff could pretend he was marshalling in



an aircraft for parking. Cliff remembers standing out on the street in front of his house, waving the orange flags frantically whenever a plane flew overhead (OMG so cute)! He said that one day a small aircraft saw him and flew around his house in circles rocking its wings to say hello - something Cliff will never forget!

At the age of 14, Cliff's childhood dream of flying became a reality when he boarded an aircraft in Maine for his maiden voyage. It was a floatplane that operated out of Sebago Lake conducting scenic flight tours. His mother, Connie, had made reservations for him and his



Tew-Mac Airport (B09) in Tewksbury, MA - October 1962 (now closed).



rother Steve. Cliff said he will never forget that day. He remembers everything about it: the engine roaring to life, the sensation of lift off as the aircraft began speeding across the lake with the spray

 flying back from the floats, the smell of the cockpit and the lake air, the sound of the engine as the plane leveled off at altitude, and the fact that his brother got to sit up front and Cliff was relegated to the back seat!

With Cliff's memory of that flight he was more determined than ever to start taking flight lessons to get his private pilot's license. At the age of 19, Cliff signed up for a \$5 introductory flight sponsored by Cessna out of Pepperell, MA. He enjoyed this initial training experience so much that soon after he began taking lessons on a regular basis with Four Star Aviation at Lawrence Municipal Airport (LWM). After LWM he flew out of Haverhill Dutton Airport (now closed) while studying civil engineering at Lowell Tech (now the University of Massachusetts at Lowell). However upon graduation in 1976, there was no work to be had so he had to stop flying and take whatever he could get. This turned out to be a job at a woolen mill in Billerica. Eventually Cliff landed a job with an engineering firm in Manchester, NH but that too soon ended due to the

lack of projects. Being a newlywed with a new home and no job really put his flying activates on the back burner. Although he applied for and got a position with the United States Army Corps of Engineers immediately after losing the job in NH, he still did not return to aviation but it was not far from his thoughts.

After 12 years with the Army Corps he still had a strong desire to get back into aviation. The industry was still calling to him and in many ways, it did just that. Aviation called him, so-to-speak. A longtime friend whom he had not spoken to in over 10 years contacted him out of the "wild blue yonder" to inform him of an engineering job that was posted by the FAA in Burlington. Years ago, before being hired by the Corps, Cliff had looked into a job with the FAA but at the time only the Orlando office seemed to be hiring engineers with a flying background. Not wanting to move to Florida, Cliff dropped it. Well wouldn't you know, here he was 12 years later with a strong desire to get back into aviation and voilà the opportunity of a lifetime presented itself. An engineering job, in aviation, in Massachusetts!!! He applied and I guess we can say that the rest is history...

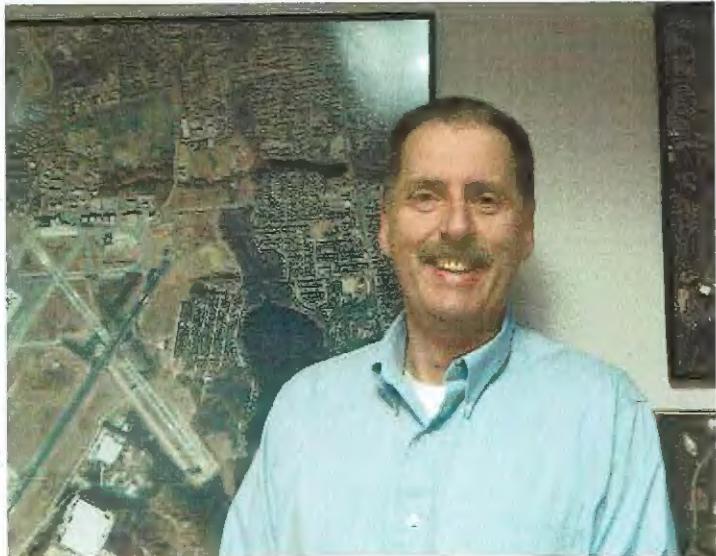
With a new career in aviation, Cliff was determined to get back into the cockpit; so after a 27-year hiatus Cliff began flying again. Today, he is part owner of a Cessna 172 Skyhawk, which is based at Nashua Municipal Airport-Boire Field. He flies almost every weekend to airports all over New England with a childhood friend.

When asked what part of aviation he loves most, his response was, "general aviation [GA] airports and the people that run them because after all GA airports is

where it all starts, it is where today's pilots and aircraft mechanics are born, it is where our kids truly get to experience and touch aviation". I asked if this was where his enthusiasm stems from and why he works so hard for our airports. He said, "preserving these airports in particular is critical to the future of our aviation industry so whatever I can do, no matter how small, I just hope that my efforts will make a difference".

So, who is Cliff Vacirca? I can say from my own experience that he is a genuinely fantastic guy who has a passion for flying and love for the people that make up our aviation industry. Oh, and he is also a civil engineer for the FAA dedicated to Massachusetts airports, if that matters.

Cliff and his wife of 30 years, Pam, have a home in Townsend, MA but for the time being, they are living in Cliff's childhood home in Westford, MA to care for his mother Connie. In fact, Cliff sleeps in the bedroom he grew up in, where it all began. ■



Cliff Vacirca at his office in Burlington.

Photo courtesy of Tracey McInnis.

Did you know that civil engineering was not Cliff's first career choice nor was it his second? His first choice was becoming a carpenter due to his knack for building stuff. However, with his fear of heights, he thought that becoming an electrician was a better choice (i.e. being a carpenter meant constructing buildings and being on ladders - too high for him)! Civil engineering was not considered until a high school friend told him about the profession, which piqued his interest!

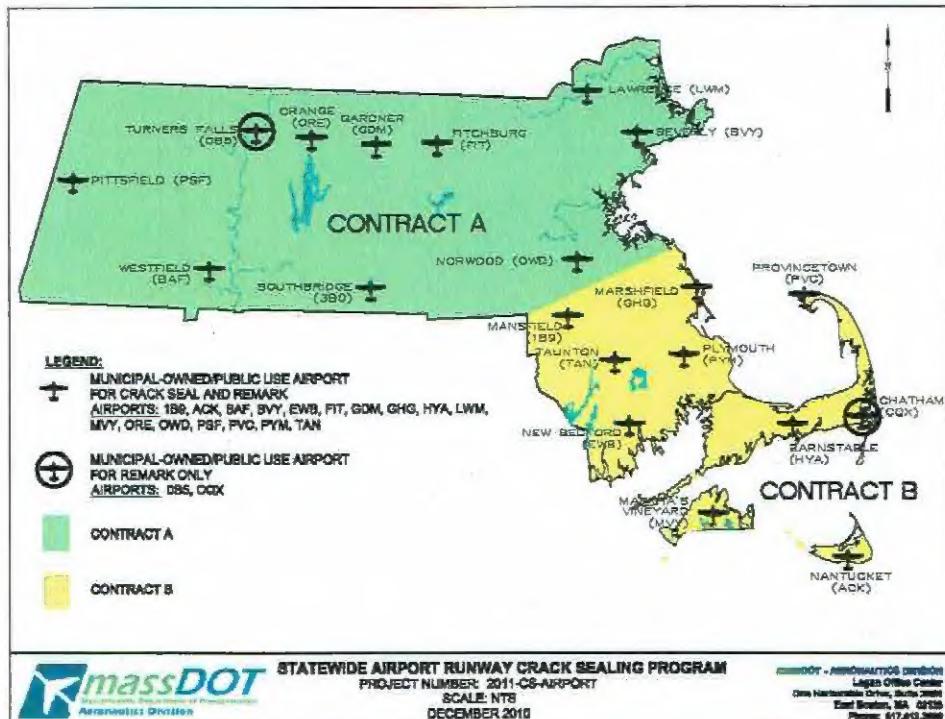
Building Upon Success

Twenty-one airports are slated for a runway crack sealing and pavement marking project to commence in April 2011
By: Tom Mahoney (MassDOT Aeronautics Division)

As many of you may know, or at least read in our August/September 2010 issue of "On the Approach", the Massachusetts Department of Transportation (MassDOT) Aeronautics Division completed a runway crack sealing program in June 2010 for eleven of the Commonwealth's privately-owned/public-use airports with the help of Hoyle, Tanner, and Associates of Manchester NH and Hi-Lite Markings, Inc of Adams Center, NY. We received many calls from airport managers and pilots thanking MassDOT and the consultant team for a job well done. This year we are piggybacking on that success to crack seal runways at the Commonwealth's publicly-owned/public-use airports. The purpose of this program will be to extend the life of our runway pavements by a few years before they will require reconstruction. Similar to the June 2010 project, each runway sealed will also get a fresh coat of paint.

Throughout the fall of 2010 I spoke to airport managers and visited the vast majority of the publicly-owned/public-use airports within the Commonwealth. From those conversations and site visits, 21 airports were slated for the crack sealing program. The State was divided into two contracts – one containing 11 airports (Contract A) and the other 10 airports (Contract B). See Figure.

In December 2010, two consultants were selected from a pool of five to prepare plans and specifications. Hoyle, Tanner & Associates, Inc. was awarded Contract A and Jacobs Engineering Group, Inc. was awarded Contract B. As of January 2011, engineers from both firms have already visited most of the airports to assess the needs for each. Plans and specifications will be ready for bidding by March 2011 with construction slated for late April this year. The work should be completed by June 30, 2011. The project will be funded through the state's Airport Safety and Maintenance Program. ■



GreenDOT's Environmental Fact Sheet...

Featuring Northampton Airport with a recently installed 10 kW solar panel system on the roof of one of their hangars
By: Katie Servis (MassDOT Aeronautics Division)

In our November/December 2010 issue of "On the Approach", we introduced you to GreenDOT, the Massachusetts Department of Transportation's (MassDOT's) comprehensive environmental responsibility and sustainability initiative designed to make MassDOT a national leader in "greening" the state transportation system (to learn more about GreenDOT, please review the Policy's Directive at <http://www.massdot.state.ma.us/main/Documents/HealthyTransportationCompact/P-10-002.pdf>). In that piece, we identified the three primary goals of the policy, which are: 1) reduce greenhouse gas (GHG) emissions; 2) promote the healthy transportation options of walking, bicycling, and public transit; and 3) support for smart growth development.

As a member of MassDOT's Sustainability Committee, I, as well as others within the Committee have been developing fact sheets that highlight "green" initiatives or projects that have been implemented within the transportation system. In our November/December 2010 issue we featured the "green" initiatives associated with the new terminal building constructed at Nantucket Memorial Airport. This issue's fact sheet, located on the following page, features the Northampton Airport's commitment to helping the environment with a recently installed 10 kW solar panel system on the roof of one of their hangars. ■

FACT SHEET: Community Hangar Solar Panels Northampton Airport

Description

Project Name: COMMUNITY HANGAR SOLAR PANELS -

The Northampton Airport is committed to helping the environment and in May 2010 installed a solar panel system on the roof of the community hangar. The system consists of 48 Kyocera 210 solar modules that have the capability of producing 10 kW. According to a system status report generated by Solectria Renewables (www.solrview.com) on January 26, 2011 the solar panel system's lifetime energy generated equaled 5936 kWh since May 2010. In addition to generating power for the airport hangar, the panels are connected to the utility power grid. The AC energy produced is projected to provide as much as \$1800 worth of electricity annually for the airport at a current rate of approximately \$0.15 per kWh.

GreenDOT Goals and Targeted Outcomes:

1. Reduce greenhouse gas (GHG) emissions

The project anticipates a lifetime CO2 emission offset of 7419 pounds

2. Promote the healthy transportation options of walking, bicycling, and public transit

Not applicable to this project

3. Support smart growth development

Not applicable to this project

Actions to Date

Responsible Agencies:

Northampton Airport
Elm Electrical Inc.
Solectria Renewables

Contact Person(s)/Phone #/Email:

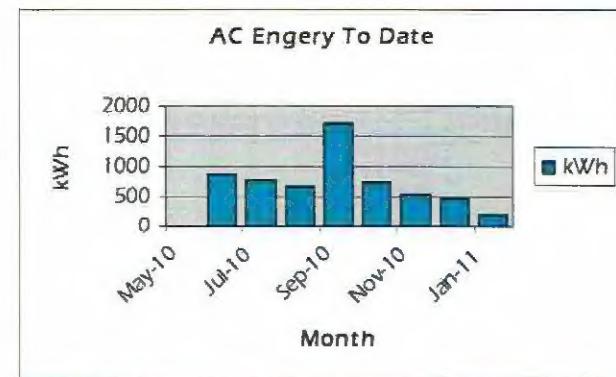
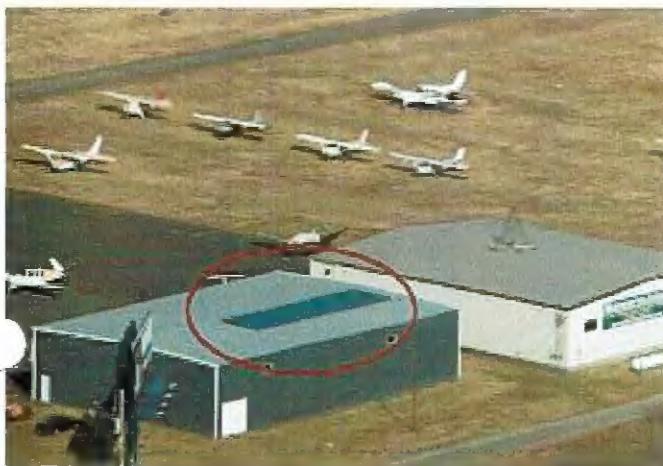
Bob Bacon, Airport Owner, 413-568-0905/413-584-7980
rbacon@elmelec.com
Rich MacIssac, Airport Manager, 413-387-7980 x 101
richm@fly7b2.com

Partner Agency Contact:

Katie Servis, MassDOT-Aeronautics Division 617-412-3690
Katie.servis@state.ma.us

Completed Actions/Outcomes to Date:

1. The airport qualified for a state grants and a federal rebates for the installation and use of the solar panels.
2. The panels have produced an excess of power for the Airport's needs from August 2010 through October 2010.
3. The panels are projected to provide as much as \$1800/year for the airport.



FAA Waypoint

Michelle Ricci tells us what the FAA's plan will be for conducting Wildlife Hazard Assessments at general aviation airports
By: Michelle Ricci (Wildlife Hazard Program Manager/Environmental Protection Specialist, FAA, New England Region)

Background - On September 29, 2009 the National Transportation Safety Board (NTSB) recommended (Safety Recommendation A-09-73) that the Federal Aviation Administration (FAA) verify that all federally obligated general aviation (GA) airports are complying with the requirement to perform Wildlife Hazard Assessments. This recommendation was based on the NTSB's investigation of GA aircraft accidents resulting from bird strikes. As specified in the FAA Advisory Circular (AC) 150/5200-33 B, *Hazardous Wildlife Attractants On or Near Airports*, airports located near woodlands, water, wetlands, or other wildlife attractants are required to comply with the AC. On December 23, 2009 the FAA concurred with the NTSB's recommendation and are now in the process of modifying the AC and FAA grant assurances to provide clarity regarding the responsibilities of GA airports.



The modifications will clarify that federally obligated GA airports identified within the National Plan of Integrated Airport System (NPIAS) are responsible for conducting Wildlife Hazard Assessments. The FAA indicated that by the end of March 2011, they will provide the NTSB with a more detailed plan and schedule for revising the AC and grant assurances and for conducting GA Wildlife Hazard Assessments throughout the nation.

The FAA anticipates that it will take several years to complete the GA assessments for the 2,766 federally obligated GA NPIAS airports nationwide. The assessments will be eligible for Airport Improvement Program (AIP) grant funds and the FAA will establish the priority and subsequent schedule for completing assessments for GA airports.

In response to the emergency landing of US Air Flight 1549 on the Hudson River, the FAA encouraged all Federal Aviation Regulation (FAR) Part 139 certified airports to complete Wildlife Hazard Assessments even if a triggering event, that normally would require an assessment, was not experienced. To date, almost all FAR Part 139 certified airports in Massachusetts have initiated or completed Wildlife Hazard Assessments and/or Wildlife Hazard Management Plans.

The GA Plan - A Wildlife Hazard Assessment is conducted by a qualified wildlife biologist and provides the basis for the development and implementation of a Wildlife Hazard Management Plan. In most cases this requires that a 12-month wildlife assessment be conducted. However for GA airports, modifications can be made and in fact, for small GA airports a more limited site assessment lasting 1-3 days can be performed and achieve similar goals to a comprehensive Wildlife Hazard Assessment.

To target AIP funds to those airports with the highest risk for bird strikes, the FAA has categorized the GA NPIAS airports into four groups based on an estimated level of risk. The table identifies the four groups, which are based on annual general aviation jet aircraft operations and the number of based jet aircraft.

The FAA determined that Groups 1 and 2 will be required to conduct a comprehensive Wildlife Hazard Assessment, which includes the typical 12-month assessment; Group 3 will be required to complete a site assessment, which includes a limited site assessment; and Group 4 will receive a copy of the Airport Cooperative Research Program (ACRP) Report #32, *Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports* for review and guidance.

The FAA has established target dates for each group to initiate either the Wildlife Hazard Assessment and/or site assessment as follows:

- Group 1 = by end of FY 2015;
- Group 2 = by end of FY 2020;
- Group 3 = by end of FY 2025; and
- Group 4 = to conduct a site assessment following an update to an Airport Layout Plan or Master Plan.

Group	Annual Operations	Number of Based Jet Aircraft
1	75,000	100+ based jets
2	30,000 - 74,999	20 - 99 based jets
3	10,000 - 29,999	0 - 19 based jets
4	Includes the remainder of GA or reliever airports not listed in Groups 1 - 3	

The Cost - Nationwide FAA estimates the total cost to conduct Wildlife Hazard Assessments, Wildlife Hazard Management Plans,

and site assessments at non-certified airports to be approximately \$75,473,500. This is based on FAA estimates that the cost of a 12-month Wildlife Hazard Assessment is \$100,000 and the estimated cost of a Wildlife Hazard Management Plan is \$20,000 for a combined cost of \$120,000 for both documents. A site assessment cost is estimated at \$3,500. The FAA's revised AC will identify qualified wildlife biologist with the ability to conduct and complete Wildlife Hazard Assessments, Wildlife Hazard Management Plans, and site assessments and should be made available by early Spring 2011.

Next Steps - The 2010 Massachusetts Statewide Airport System Plan study that is currently underway shows that Massachusetts has 20 GA NPIAS airports that are required to conduct Wildlife Hazard Assessments/ Wildlife Hazard Management Plans and/or site assessments as indicated in the table below. During our annual 2011 Capital Improvement Plan meetings, each airport should discuss with the Massachusetts Department of Transportation (MassDOT) Aeronautics Division and FAA their plan to meet funding needs and a schedule to meet their designated initiation dates for assessments.

If you would like additional information please contact me, Michelle Ricci, Wildlife Hazard Program Manager and Environmental Protection Specialist, at 781-238-7631. I would be happy to assist you. Also, please visit the FAA Wildlife Hazard Mitigation link for additional information at <http://wildlife-mitigation.tc.faa.gov>. ■

Group	Airport Name	Assessment Type	Target Date for Assessment Initiation
1	Lawrence Municipal Airport	Comprehensive Wildlife Hazard Assessment	by end of FY 2015
	New Bedford Regional Airport		
	Norwood Memorial Airport		
	Provincetown Municipal Airport		
2	Beverly Municipal Airport	Comprehensive Wildlife Hazard Assessment	by end of FY 2020
	Fitchburg Municipal Airport		
	Mansfield Municipal Airport		
	North Adams - Harriman and West Airport		
	Orange Municipal Airport		
	Pittsfield Municipal Airport		
	Plymouth Municipal Airport		
	Southbridge Municipal Airport		
3	Chatham Municipal Airport	Limited Site Assessment	by end of FY 2025
	Marshfield - George Harlow Field		
	Montague - Turners Falls Airport		
	Northampton		
	Stow - Minute Man Air Field		
	Taunton Municipal Airport		
4	Gardner Municipal Airport	Review and use ACRP Report #32, <i>Guidebook for Addressing Aircraft/Wildlife Hazards at General Aviation Airports.</i>	Upon completion of an update to an Airport Layout Plan or Master Plan
	Great Barrington		

General Aviation System Planning

By: Steve Baldwin (The Louis Berger Group, Inc.)

General Aviation (GA) hasn't been getting a fair shake in the media lately, and the public doesn't seem particularly sympathetic either. Perhaps it's a result of the stigma caused recently by auto industry executives flying their jets to congressional hearings in the quest for corporate bailout money. If ever there was a time to car pool...

But as aviation professionals, we fully understand the importance of General Aviation. The problem is that we don't do a very good job communicating those important benefits and sometimes we don't do a very good job prioritizing the scarce resources made available to General Aviation airports in order to assure that priority needs are met without undue redundancy.

One of the things we need to do is ask some important questions about General Aviation's role from an airport development standpoint. We need to figure out how to best fund and maintain a sustainable system of GA Airports with the first and foremost goal of assuring that the nation's transportation needs can always be met. General Aviation has an important role to play and we cannot let recent budget crunches or media events force us into poor decision-making when it comes to General Aviation airports.

The Federal Aviation Administration (FAA) - New England Region, through the state aviation departments of each of the six New England States, has recently designated Louis Berger and its associated Team members to conduct a General Aviation System Plan for the entire region. This is a first of its kind as historically, "system"

planning has occurred on a state-by-state basis and therefore, has included geopolitical barriers in terms of study scope, methodology and eligible recommendations by the consultant. Here, under the New England plan, the six states have banded together to address the issue on a truly regional basis with the project being managed overall by a "Project Management Team" of state aviation directors. With over 350 general aviation airports in the region, this

study will serve as a model for the nation. It will answer important questions such as what is the role of general aviation in the overall region, how should general aviation airports be categorized, and how should we best plan for an affordable sustainable system of GA airport system in the future?

It is with great pride that the Berger Team has been selected to perform this important study. I encourage all of you to follow the study closely once it gets underway. I am positive it will help all of us to understand the full ramifications of General Aviation as a transportation necessity in our economy and way of life, in addition to helping us convey those important

aspects of the GA industry to our constituencies when making priority program and funding decisions.

For more information, contact Steve Baldwin or Marc Champigny of The Louis Berger Group at 518-432-9545.



New Bedford Regional Airport Runway 5-23 Reconstruction Project Breaks Ground

The City of New Bedford and the aviation community celebrate with a ground breaking ceremony for the Runway 5-23 project
By: Katie R. Servis (MassDOT Aeronautics Division)

On a snowy December morning, New Bedford Mayor Scott W. Lang, Federal Aviation Administration (FAA) New England Region Administrator Amy Lind Corbett, Massachusetts Secretary of Transportation and CEO Jeffrey B. Mullan, New Bedford Airport Commission Chairman James Oliveira, and state and local officials participated in a ground breaking ceremony for the Runway 5-23 Reconstruction project at the New Bedford Regional Airport. The total reconstruction cost for the project is estimated at \$17.9 million with an approximate \$10 million contribution from the FAA, a \$7 million contribution

from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division and an approximate \$900,000 contribution (representing about 5 percent of the total cost) from the City of New Bedford.

The project will expand the safety areas on both ends of the airport's primary runway, retaining the 5,000 feet of existing runway length in either direction, and paving a portion of the turf safety area on the Runway 23 end to provide a total usable pavement length of 5,400 feet. The current non-standard safety areas will be expanded to meet the FAA standard 1,000-foot long by 400-foot wide safety area for this type airport.

The project also includes:

- Clearing vegetation to maintain FAA-required runway approach surfaces and visibility;
- Installing new Airport lighting and navigational aid upgrades;
- Installing a new perimeter safety fence at the Runway 5 end to reduce wildlife (deer and coyote) crossings onto the airfield;
- Constructing a drainage system to control and treat stormwater runoff in accordance with the Massachusetts Stormwater Policy Standards; and
- Mitigating for construction impacts by constructing compensatory wetland and flood storage areas in accordance with the requirements of the Massachusetts Wetlands Protection Act regulations and rare species mitigation.

"This runway reconstruction and safety project, along with other airfield improvements being made around the country, represents an important and continuing investment in aviation infrastructure development," said Amy Lind Corbett, FAA New England Region Administrator (pictured right).

"A modernized and improved New Bedford Regional Airport is an important component of the 21st century economic revitalization of New Bedford's commerce and travel based economy," said Mayor Scott W. Lang (pictured left).

The project will be phased over a three year period with project completion expected in the fall of 2013. Phase I is currently underway and consists of vegetation removal with the vast majority of vegetation being cleared from the approach surfaces of Runway 5 and 23. Phase II consists of mitigation construction associated with wetland and rare species. And Phase III, the final phase, consist of constructing the runway safety areas and navigational aid upgrades. ■



Several join in at the groundbreaking at New Bedford Regional Airport including New Bedford Mayor Scott W. Lang, Federal Aviation Administration (FAA) New England Region Administrator Amy Lind Corbett, Massachusetts Secretary of Transportation and CEO Jeffrey B. Mullan, New Bedford Airport Commission Chairman James Oliveira, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator Christopher J. Willenborg and several other state and local officials.



"This project has been the product of many years of hard work and cooperation across a multitude of Federal and State agencies, our Congressional Delegation, the New Bedford Regional Airport Commission, the Administration of Mayor Lang and the New Bedford City Council. New Bedford Regional Airport has waited for over 10 years to develop and design a comprehensive retrofit of its main runway. All parties involved can be proud to play a role in reviving this important economic engine in New Bedford," said New Bedford Airport Commission Chairman James Oliveira.

The 2011 International Aviation Art Contest Update

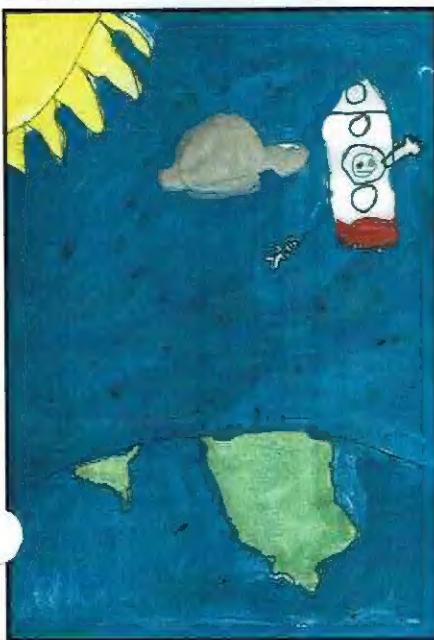
By: Steve Rawding (MassDOT Aeronautics Division)

As highlighted in our November/December 2010 issue of "On the Approach", the Massachusetts Department of Transportation (MassDOT) Aeronautics Division along with the National Association of State Aviation Officials (NASAO), the National Aeronautic Association (NAA) and in cooperation with the Fédération Aéronautique Internationale (FAI) host an annual International Aviation Art Contest. To be eligible for the national judging, students must participate in state-wide art contests and place either first, second or third in three age

groupings (Category I, ages 6 to 9; Category II, ages 10 to 13; and Category III, ages 14 to 17).

This year's theme "50 Years of Human Space Flight" was recently judged by the MassDOT Aeronautics Division staff and the 2011 Massachusetts winners are presented in the table below.

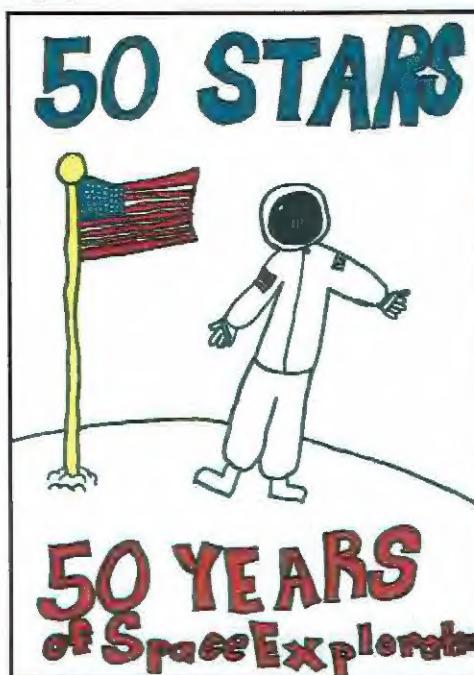
All students will receive a certificate suitable for framing from the Aeronautics Division and the state winning art work will be forwarded to NASAO in Washington, DC to be judged in the national competition. From there the first, second and third place national winners of each category will be forwarded to the FAI for international judging. Next years art contest and



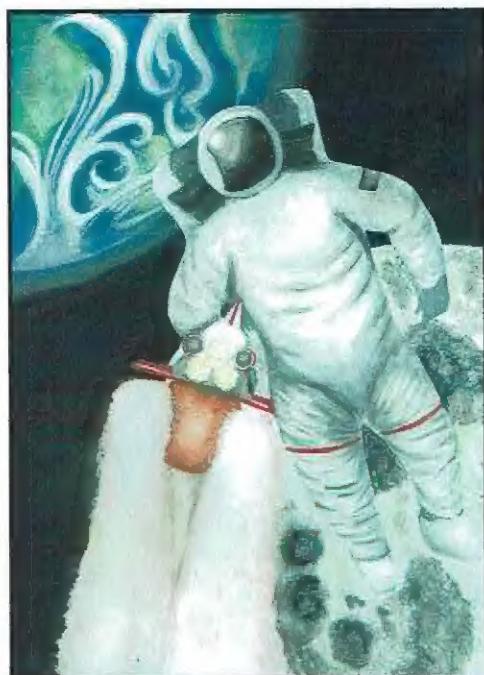
1st Place - Category I

theme will be announced in September 2011.

MassDOT Aeronautics Division would like to say, "congratulations" to all students who participated. ■



1st Place - Category II



1st Place - Category III



State Art Contest Winners

Placement	Category I (Ages 6 - 9)	Category II (Ages 10 - 13)	Category III (Ages 14 - 17)
First	Ben Michuad Fiske Elementary School - Lexington	Anna Sinder Fiske Elementary School - Lexington	Kathryn Hoar Plymouth South High School - Plymouth
Second	Colin Tsuboi Fiske Elementary School - Lexington	Marc Anthony Garcia Martin Luther King School - Boston	*
Third	Jonathan Amirault Fiske Elementary School - Lexington	Caitlin Ashley Martin Luther King School - Boston	*

* Only one entry was submitted for Category III

Photo Wrap

The Runway 8-26 safety development project at Pittsfield Municipal Airport is well underway even as the northeast is hit hard with snow storm after snow storm!



The photos featured in this issue's "Photo Wrap" were taken during a recent construction site visit to Pittsfield Municipal Airport on January 20, 2011. The photos depict the culvert installation for Wild Acres Brook, which will flow beneath the newly extended runway and safety area. ■



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